

B. F. TAYLOR,  
Steamer.  
Lighters and Steam Launches  
Supplied.  
ILOILO, PHILIPPINE ISLANDS.

# The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS  
ORIENTAL AGENCY  
Sole Agents for the  
ASBESTOS COMPANY LTD., LONDON  
DODWELL & CO., LIMITED,  
General Managers.

THIRTY DOLLARS  
PER ANNUM.

NEW SERIES No. 1508. 日三月初四年六十二精光

TUESDAY, MAY 1, 1900.

二拜禮 號一月五英港香

## Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.  
ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 23,000,000  
CAPITAL PAID-UP ..... 18,000,000  
CAPITAL UNCALLED ..... 6,000,000  
RESERVE FUND ..... 8,000,000

Head Office:—YOKOHAMA.

Branches and Agencies:—KOBE  
NACASAKI, LONDON, NEW YORK,  
LYONS, SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI, TIENTSIN,  
LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.  
PARKS' BANK, LTD.  
THE UNION BANK OF LONDON, LTD.  
HONGKONG AGENCY:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.  
6 " 4 "  
" 3 " 3 "  
" S. CHOI,  
Hongkong Manager.  
Hongkong, 4th January, 1900.

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorised Capital ..... £1,000,000  
Paid up Capital ..... £34,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq. | D. Gillies, Esq.  
Chow Tung Shang, Esq. | J. T. Lauts, Esq.  
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %

Hongkong, 20th December, 1899.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies:—CANTON, PEKING, CHIEFOO, PENANG, CHINKIANG, SINGAPORE, CHUNKING, SWATOW, FOOCHOW, TIENTSIN, HANWOK.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sets Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3 % per Annum Fixed Deposits for 3 months.

4 % " " 6 "

5 % " " 12 "

E. W. RUTTER,

Acting Manager.

Hongkong, 1st February, 1900.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHARE-HOLDERS ..... £800,000

RESERVE FUND ..... £500,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent., per

annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " 6 " 31 "

" " 3 " 23 "

D. W. GILMOUR,

Acting Manager.

Hongkong, 14th April, 1898.

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000

RESERVE FUND ..... \$1,500,000

RESERVE LIABILITY OF PROP'TORS. \$10,000,000

COURT OF DIRECTORS:

N. A. SIEBS, Esq., Chairman.

R. SHEWAN, Esq., Deputy Chairman.

E. Goetz, Esq.

R. M. Gray, Esq. | D. M. Moses, Esq.

A. Haupt, Esq. | A. J. Raymond, Esq.

The Hon. J. J. Keswick, R. L. Richardson, Esq.

H. W. Slade, Esq. | P. Sachse, Esq.

CHIEF MANAGER:

Hongkong—Sir THOMAS JACKSON.

MANAGER:

Shanghai—J. P. WADDE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per Cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 3 per Cent. per Annum.

For 6 months, 3½ per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

H. M. BEVIS,

Acting Chief Manager.

Hongkong, 4th April, 1900.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

H. M. BEVIS,

Acting Chief Manager.

Hongkong, 26th March, 1900.

GREEN ISLAND CEMENT COMPANY  
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask of 275 lbs. Net ex Factory.

\$2.80 per Bag of 250 lbs.

SHEWAN, TOMES & CO.

General Managers.

Hongkong, 8th February, 1900.

## Intimations.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

(to)

| FOR         | STEAMERS | CAPTAINS            | TO SAIL        | REMARKS             |
|-------------|----------|---------------------|----------------|---------------------|
| LONDON      | Malacca  | E. G. Andrews       | Noon, 4th May  | Freight or Passage. |
| SHANGHAI    | Ballaart | C. L. W. Field      | About 12th May | Freight or Passage. |
| LONDON, &c. | Chusan   | C. T. Denny         | Noon, 12th May | Freight or Passage. |
| YOKOHAMA    | Rohilla  | S. Toeque, R. N. R. | About 12th May | Freight or Passage. |

\* (See Special Advertisement). † (Passing through the Inland Sea).

‡ Via NAGASAKI and KOBE. § And MARSEILLES.

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 1st May, 1900.

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IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINE.

(to)

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIc PORTS;  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;  
Stearns will call at SOUTHAMPTON to land Passengers and Luggage.  
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS.

SAILING DATES.

PRINZ HEINRICH ..... WEDNESDAY, 2nd May.  
PREUSSEN ..... WEDNESDAY, 16th May.  
HAMBURG, Hamburg-Amerika Linie ..... WEDNESDAY, 30th May.  
SACISSEN ..... THURSDAY, 14th June.  
OLDENBURG ..... THURSDAY, 28th June.  
RAEVEN ..... THURSDAY, 12th July.  
STUTTGART ..... THURSDAY, 26th July.  
KONIG ALBERT ..... THURSDAY, 9th August.  
WEIMAR ..... THURSDAY, 23rd August.  
PRINZ HEINRICH ..... THURSDAY, 6th September.  
PREUSSEN ..... THURSDAY, 20th September.  
HAMBURG, Hamburg-Amerika Linie ..... WEDNESDAY, 3rd October.  
SACHSEN ..... WEDNESDAY, 17th October.  
OLDENBURG ..... WEDNESDAY, 31st October.  
BAEVEN ..... WEDNESDAY, 14th November.  
STUTTGART ..... WEDNESDAY, 28th November.  
KONIG ALBERT ..... WEDNESDAY, 12th December.  
WEIMAR ..... WEDNESDAY, 26th December.

ON WEDNESDAY, the 2nd day of May, 1900, at NOON, the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain H. Supper, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 30th April. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 1st May, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 1st May.

Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 18th April, 1900.

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HONGKONG HOTEL

NEW ROOMS

At Moderate Daily Rates.

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MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CELLOS, BANJOS, MANDOLINES, MANDOLAS, CORNETS, TROMBONES, GUITARRAS, ZITHERS, EUPHONIUMS, CLARINETS, &c. LANE, CRAWFORD & CO.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:

THE VICTORIA DISPENSARY  
HONGKONG.

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## Intimations.

THE SUMMER HAS COME  
AND SO HAVE  
WATKIN'S AERATED WATERS,  
but the latter have come to stay.

OUR  
SODA, POTASH, TONIC, RASPBERRYADE, SARSA PARILLA,  
LEMON-SQUASH, SELTZER, LITHIA, SANTHARIS,  
LEMONADE, BELFAST GINGER-ALE, ZOEDONE,  
AND GINGER BEER  
are second to none. Our machinery being of the very newest design  
we are enabled to turn out the best article.

GIVE OUR  
SANTHARIS  
A TRIAL.

Santharis contains Mineral Salts which keep up the normal condition of  
the blood. It is the most approved table water for the Orient.

Watkins, Limited.

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UNITED ASBESTOS ORIENTAL  
AGENCY, LIMITED.

SOLE AGENTS IN  
HONGKONG, CHINA, JAPAN, AND THE STRaits SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO. LTD., LONDON,

CONTRACTORS TO H.M

Today's Advertisements.

## TO TEACHERS.

## HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai, Yokohama and Singapore.  
Messrs. W. BREWER & Co., Hongkong and Shanghai.  
Messrs. TSUI MAN KOK, Hongkong.

Wholesale: W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

ZETL., N.D. LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, TO-NIGHT, the 1st instant, at 8.30 for 9 p.m., precisely. Visiting Brethren are cordially invited to attend. Hongkong, 1st May, 1900. [536]

## NOTICE

I HAVE This Day established myself as CIVIL ENGINEER, ARCHITECT and SURVEYOR.

E. M. THAZELAND,

Office No. 1,  
DES VŒUX ROAD,  
Top Floor,  
Hongkong, 1st May 1900. [539]

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

S.S. "HAMBURG,"  
of the HAMBURG-AMERIKA LINIE.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon; whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m., TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 8th instant, and THURSDAY, the 10th instant, at 9.30 p.m.

All Claims must reach us before the 13th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS &amp; Co., Agents.

Hongkong, 1st May, 1900. [536]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, KOBE AND

YOKOHAMA.

THE Steamship.

HAMBURG.

of the HAMBURG-AMERIKA LINIE.

Captain J. Lünenschloss, will leave for the above places, TO-MORROW, the 2nd instant, at Noon.

NORDDEUTSCHER LLOYD.

For further Particulars apply to MELCHERS &amp; CO., Agents.

Hongkong, 1st May, 1900. [536]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship.

DIAMANTE.

Captain Blaxland, will be despatched for the above port, TO-MORROW, the 2nd instant, at 5 p.m.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMEY &amp; Co., General Managers.

Hongkong, 1st May, 1900. [536]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Steamship.

ANPING MARU.

Captain J. Sato, will be despatched for the above ports, on THURSDAY, the 3rd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 1st May, 1900. [544]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship.

HAITAN.

Captain Roach, will be despatched for the above ports, on THURSDAY, the 3rd instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAK &amp; Co., General Managers.

Hongkong, 1st May, 1900. [562b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Direct.

LOONGSANG.

Captain Weigall, will be despatched as above, on FRIDAY, the 4th instant, at 4 p.m.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 1st May, 1900. [563b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA via AMOY.

THE Company's Steamship.

YUENSANG.

Captain P. H. Rolfe, will be despatched as above, on SATURDAY, the 5th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 1st May, 1900. [527b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship.

NANCHANG.

Captain Finlayson, will be despatched as above, on THURSDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st May, 1900. [564b]

TAIKOO SUGAR REFINING COMPANY, LIMITED.

FOR ILOILO.

THE Company's Steamship.

SHANTUNG.

Captain Sales, will be despatched as above, on THURSDAY, the 10th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st May, 1900. [565b]

## The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 1, 1900.

## REUTER'S TELEGRAMS.

## THE WAR.

## ORANGE FREE STATE.

London, April 29th.

Reuter's correspondent at Aliwal North, 27th inst., says that there are still several small commandos, totalling one thousand, with five guns, at Smithfield and the lower Caledon district.

## SHIPMENT OF TREASURE FROM THE TRANSVAAL.

A French steamer has shipped a million in gold at Lourenço Marques, consigned to Paris by the Banque Frâneise at Johannesburg.

## THE JAPANESE PRINCE IN EUROPE.

Prince Chichibu has had a cordial interview with King Leopold at Brussels and will lunch with His Majesty at the palace to-morrow. The Prince will proceed to London on Tuesday.

LATER.

## THE WAR.

## OMINOUS PREPARATIONS.

In view of contingencies, orders have been given to clear all hospitals in Cape Colony.

## GENERAL HAMILTON SCORES.

It is reported that General Hamilton, while marching to Thabanchu, defeated a body of Boers with considerable loss.

## BOERS MOVING NORTH.

Reuter's correspondent at Maseru, 25th instant, says that the Boers are taking cross country roads to the northward. Heavy firing was heard in the morning in the direction of Thabanchu.

## THABANCHU BOERS DISPERSING.

Reuter's correspondent at Bloemfontein, 28th inst., says that the commandos round Thabanchu are dispersing singly to their homes. Many who had previously sworn allegiance declare that they were compelled to fight. Intercepted letters prove that many of the submissions were a dishonourable device to enable the creation of trouble from the rear.

LATER.

## GENERAL POLE-CAREW'S DIVISION.

General Pole-Carew's division has arrived at Bloemfontein.

## THE PEACE DELEGATES.

The Boer peace delegates, without visiting any further European Capital, are sailing in the *Jervis*.

## ACCIDENT AT THE PARIS EXHIBITION.

A bridge in the grounds of the Paris exhibition collapsed, and falling on a crowd below killed seven and injured many.

## WEATHER REPORT.

The Observatory report says—

On the 1st at 11.35 a.m. the barometer has fallen generally. Pressure remains high over Japan, and a depression seems to be forming between the E. coast of China and the Philippines. Gradients slight on the China coast. FORECAST—Moderate or light E. winds; fair.

## LOCAL AND GENERAL.

A PRESENTATION of a handsome gold watch and chain was made this afternoon to Mr. Arthur by the past and present staff at the Magistracy. Full particulars will be published to-morrow.

We understand that a meeting is to be held this evening to make arrangements for the appointment of a committee to take steps for according a fitting reception to the officers and men of H.M.S. *Terrific*.

This return of cases of communicable disease reported to the Sanitary Authorities during the week ended 28th April shows:—Bubonic Plague, 33; death; Diphtheria one case, fatal; Portuguese Enteric fever, three cases and one death.

The Italian Government has brought forward a bill authorising the purchase of all the pictures in the Borghese collection. The government valuation of \$700,000 is a very low one and is not at all commensurate with the true value of the treasures it contains.

We should like to call the attention of the Sanitary Board to the fact that the two urinals in the premises of the Wharf and Godown Company, at Kowloon, are still in existence. The one in Chater Road is at present in a half demolished state and is, if possible, more of a nuisance than ever.

On the 20th of April, at Mills College, Oakland, Cal., U.S.A., Mr. ROBERT WATT, of the British and Foreign Bible Society.

On the 10th of April, at Swatow, Mr. BOYD HARRON, Commissioner of Customs, aged 45 years.

On the 20th of April, at Chiefo, Mr. PAUL GENIN, in his fifty-first year, of pneumonia.

An epidemic of typhus fever in England has recently been traced to the use of cattle grown on some sewage fertilized ground. As it occurred in an institution, it was very easy to trace the cause. Owing to the peculiar nature of the stems it is very easy for them to become saturated with fertilizing material.

ACCORDING to the account of a prisoner who recently got his discharge from Pretoria, the guards on duty at the race course in the Transvaal capital are the dregs of the blooming strength. They are he says kept in constant terror by threats from our Tommy's to "go for the lot" with their fists and take over the town.

We should like to know if the dust boats are supposed to chuck their cargoes overboard at the entrance to Gindrinks Bay? We have seen this being done on more than one occasion and an inspection of the shores of Pillar Island and the other small island in the vicinity will show that a good deal of the contents of the boats finds its way into the water.

THE new iron Pedder's Wharf is now growing space and we hope to soon see it completed and in use, for the present wooden structure is not at all adequate to the traffic. We note, however, that the first section of the Wharf has been built of granite, and we fear that the resistance offered to the waves by this portion will cause a nasty set to knock up in rough weather and render landing somewhat uncomfortable.

THE British War Office has been testing for the last two years a new electrical range-finder. It was invented by an Australian. It will give the range and bearing of a fixed or moving object and will give information to any number of fortress guns attached by wire to the instrument. We wonder how much longer the War Office will require to ascertain the merits of the invention. Two months would have been ample sufficient. —Ed. H.K.T.

We wonder that one or other of our local engineering establishments has never thought of turning out a few small launches to be propelled by engines driven by kerosine. Small boats of this description can be turned out in America for about \$200 (gold) each and, with the cheap labour available here, we do not see why they could not be constructed and sold at a much lower figure than that. We make a present of our suggestion to whosoever cares to take it up.

THE new road from the Tramway to Magazine Gap is seemingly to become popular as a residential quarter, for we notice several houses in course of erection upon it. Certainly, the tramway has made the Peak and now the Peak is showing its gratitude by making the tramway. This being so, it is not reasonable to suppose that a tramway or light railway running into the New Territory would be equally effective? A start will have to be made some day, why not begin now?

THE Chinese manure pit does not wear a savoury appearance. Neither does Chinese pickled cabbage, especially when it is being pickled in a manure pit. The other day we noted one of these pits which, in addition to the manure, contained a very dead dog. On passing the same pit a few days later we were surprised to find the owner salting cabbage in it. That man should certainly be worth a small fortune to the local undertakers, from the impetus he will give to filth diseases.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Melschers &amp; Co. .... \$50

W. G. Humphreys &amp; Co. .... 25

Palmer and Turner. .... 25

Sir J. W. Carrington, C.M.G. .... 20

Lauts Wegener &amp; Co. .... 20

Sakin Choh. .... 20

W. H. Percival. .... 10

The Medical Hall. .... 10

P. F. Talati. .... 10

Asgar &amp; Esmail. .... 10

Campbell, Moore &amp; Co. .... 10

T. Sercombe Smith. .... 10

THE pine-apple plantations in the Tsin Wan Valley are being rapidly extended and, to all appearances, there should be a very good crop this season. There should certainly be a good opening for a pine-apple canning establishment such as exists in Singapore. Why not, should Hongkong go in for the manufacture of silk and other fabrics from the fibre of the pine-apple? In the same valley there is also a very fine pear orchard and, if the crop is at all commensurate to the blossoms in evidence the other day, a large addition to the fruits appearing in the market should result. Tsin Wan valley is by no means the place of our New Territory either, for the fertility of the valleys situated on the far side of the Kowloon Range is, after the barren sterility of Hongkong, surprising. The only pity is that the Chinese appear to be particularly anxious to accomplish the deforestation of the whole country with the greatest possible rapid

garde as dangerous were included in that category in the Dangerous Goods Amendment Ordinance, and the suggestion made that these goods should be continued to be excluded from the list, this suggestion was adopted by the Government. I have already referred to the Arms and Ammunition Amendment Ordinance, which was very strongly criticised by those interested in the trade and also by the public, and the original draft of which on the representations of this Chamber experienced considerable modification before the Bill was passed.

Last year we were subjected to all the restrictions and annoyances of being declared an infected Port, which continued through the summer months, and it is a subject of great regret that we should find ourselves in a similar predicament again this year.—The problem of how to succeed in stamping out the plague has still to be solved, although amelioration can undoubtedly be secured by strong sanitary measures. The loss caused annually to the trade of the Port from this disease is enormous.

The revival by the Canton Government of the farm for the collection of the Lekin in Kwong-Tung naturally led to expectation of all the abuses which attended the last monopoly, and the Chamber accordingly addressed Her Majesty's Consul at Canton on the subject. Mr. Mansfield, with his usual promptitude, had already made a protest to the Viceroy against the establishment of the Lekin Farm, and although that official did not admit that the Farm was an infringement of Treaty Rights he issued stringent orders against any abuse of their position by the farmers, apparently with some success. The principle of these monopolies is, however, distinctly opposed to the spirit of the Treaties, and their establishment cannot be too strongly deprecated.

You are aware how fully we have been represented on the Legislative Council by Mr. Whitehead, who deserves our thanks, and is now on a well earned holiday, and in whose place for the time being we have just elected Mr. Herbert Smith.

In regard to the secretaryship, I cannot speak too highly of the care and attention given to the affairs of the chamber by Mr. Wilcox, whose work, as I have before remarked, is steadily increasing and requiring more and more time and attention.

The General Committee had dwindled down to five representatives, four of its members having recently gone home, three of them with the intention of returning, but Mr. McConachie, who has rendered valuable service on the committee for many years, will, I understand, remain at home. It will be for you to-day to elect a new committee as well as a chairman and vice-chairman. The remaining members of the outgoing committee admitted that it would go to the root of the evil, but was himself naturally unable to move directly in the matter. He left the suggestion however before the Foreign Office and I sincerely hope that when a convenient time arrives this grain of mustard seed will develop into a goodly plant, and produce that fiscal reform which is so badly needed.

When it was given out with great éclat by Lord Curzon in the House of Commons that China had granted the right of Navigation of the Inland Waters to Foreign vessels, it was little imagined that this concession would be turned into a farce by the interpretation placed upon the regulations by the Imperial Chinese Customs, but this is unfortunately the case and, as far as the West River is concerned, foreign steamers have not benefited in the least, and the expected development in trade from the opening of the Waterways of South China to Steam Navigation has not been realized. This has naturally caused great disappointment and loss to the large shipping Companies who have been induced to construct craft specially for the River Service and who have appealed in vain for a reasonable interpretation of the Regulations which would enable them to benefit by the so called concession. I trust that agitation upon this subject will be kept up in Parliament and elsewhere until the Chinese Government are induced to act up to the spirit of the arrangement instead of the letter only.

A further interference with the development of trade in the Two Kwang has been the outbreak of lawlessness and piracy under the misrule of the late Viceroy, who, was probably the worst ruler these provinces have had for many years, and who allowed this state of affairs to increase to such an extent that now it has become so organized that it will require extensive measures to successfully cope with it. The attention of the Chamber was first called to the subject by the attacks on the silk trade in districts not far from Canton, and a telegram was despatched early in August to the London General Chamber of Commerce pointing out the unsettled state of the provinces, the unreliability of the Viceroy, the interference with trade, and need of more gunboats to protect our interests on the West River. We have to thank the London Chamber for at once bringing the matter before the Foreign Office, but I regret to say that the only outcome was the placing of the old *Taued*, and a torpedo boat as a reinforcement to the little *Sand-piper* on the West River, although this Chamber represented strongly to the Hongkong Government the inadequacy of such a force to do anything to really stem the evil. I think it most unfortunate that the home government did not see fit to take a serious view of the matter, instead of practically merely looking on, and doing nothing substantial to assist in preventing this crying evil from reaching its present proportions. The latest stage is that all steamers are recommended to keep to one particular channel of the West River entrances which can be specially protected in the centre of its area.

**THE CHINESE CUSTOMS IN KOWLOON.**

Owing in some degree, no doubt, to the persistence with which this Chamber, in particular, urged their removal beyond the frontier, the Chinese Customs Stations in the Colony's waters have been moved to positions outside the new frontier, and the scheme which would have practically converted Hongkong into a Treaty Port has had to be abandoned.

**THE SYSTEM OF FINES FOR SMUGGLING.**

Great complaints having been made, early in the past year, of the practice resorted to in Saigon by the Customs Authorities of giving rewards to informers for the discovery of opium on board steamers arriving from Hongkong out of all proportion to the value of the drug confiscated, followed by the infliction of crushing fines, representations were made to the local Government on the subject, who not only passed an Ordinance making it penal for any person to conceal opium on board of any ship, but represented the case to the Imperial Government, by whom it was referred to Paris, where it will be consulted. I do not see myself how anything can possibly be done until the whole fiscal arrangements of China are altered in such a manner that we know for certain the exact duties which will be paid. With that guarantee there would, I am sure, no opposition to a fair increase in the Tariff, which after all would probably leave foreign goods better off in that respect than they are now under the present scale of duties, the indefinite inland taxation, (quite against our Treaties) and possibly in these provinces a blackmail tax as well. Until the collection of provincial taxes is merged into the business of the Foreign Customs I do not know in what direction there is the slightest possibility of any reliable guarantee being forthcoming.

Another question not dealt with in the Report, but of no small interest to this port, is the Customs Tariff and Regulations in the Philippine Islands. A copy of the new Provisional Tariff and Regulations has reached this Chamber from the Acting British Consul at Manila through the Colonial Government and this was circulated amongst the members most interested in the trade with the Philippines, but so far we have only received one or two replies. There can be no doubt that the duties levied by the American Authorities are practically the same as those imposed by the Spaniards, and the general opinion, I believe, on the part of ship owners and masters is that the Customs Regulations are even more stringent and obstructive. I understand, however, that there is a probability of the early departure from the United States of a Civil Commission to enquire

into and institute a permanent system of Administration for the Philippines in place of the Military rule hitherto necessitated by circumstances, and it is to be hoped that their recommendations will move towards less onerous taxation and regulations, which will assist instead of interfering with the natural expansion of the trade of these fertile islands.

At the Philadelphia Congress held last October, which was a great success and calculated to have valuable results, among other interesting points brought forward, our representative, Mr. Townsend, dwelt strongly upon this subject and his remarks are well worth attention.

The apparent omission on the part of the Dominion Minister of Customs to include Hongkong in the list of Colonies and Dependencies of the Empire entitled to the benefit of the British Preferential Duties in Canada having been pointed out by the agent of the Canadian Pacific Railway, your Committee have addressed the local Government on the subject, and asked His Excellency to bring the matter to the notice of the Secretary of State for the Colonies. Already some trade has been diverted from Hongkong in consequence of this omission, and in the future such a drawback might have a far wider effect, so it is to be hoped that this matter will soon be rectified.

You are aware how fully we have been represented on the Legislative Council by Mr. Whitehead, who deserves our thanks, and is now on a well earned holiday, and in whose place for the time being we have just elected Mr. Herbert Smith.

In regard to the secretaryship, I cannot speak too highly of the care and attention given to the affairs of the chamber by Mr. Wilcox, whose work, as I have before remarked, is steadily increasing and requiring more and more time and attention.

The General Committee had dwindled down to five representatives, four of its members having recently gone home, three of them with the intention of returning, but Mr. McConachie, who has rendered valuable service on the committee for many years, will, I understand, remain at home. It will be for you to-day to elect a new committee as well as a chairman and vice-chairman. The remaining members of the outgoing committee admitted that it would go to the root of the evil, but was himself naturally unable to move directly in the matter. He left the suggestion however before the Foreign Office and I sincerely hope that when a convenient time arrives this grain of mustard seed will develop into a goodly plant, and produce that fiscal reform which is so badly needed.

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**THE RAW OPUM AMENDMENT BILL, 1899.**

The attempt made by the Government in 1898 to greatly increase the rents paid by piers and wharves, which were formerly almost nominal, was last year renewed, though the scale proposed was more reasonable. The Ordinance giving effect to this proposal was submitted to the Chamber for consideration, and was criticised and condemned as unnecessary, but though some amendment was made in its provisions the Bill was passed and has become law.

**THE PIRACIES IN THE TWO KWANG.**

Piracy in the interior of the Kwang provinces assumed such startling proportions last summer that the deliveries of silk were seriously interfered with trade generally in the West River districts was obstructed, the navigation of the river rendered perilous by all large steamers, and a general sense of insecurity induced by the daring robberies and outrages of almost daily occurrence. Representations by importing firms were in consequence made to this Chamber setting forth lists of outrages and praying that something be done to put a stop to the continuance of these raids and robberies. Urgent appeals by telegraph and letter were thereupon made to the London Chamber of Commerce, to the British Minister at Peking, and to the Colonial Government, begging that Her Majesty's Government would despatch a flotilla of small gunboats to safeguard the inland waterways of South China. In response to these, the *Peew* and a torpedo-boat were ordered to reinforce the *Sand-piper*, which had been some months on the West River, but although these boats may have had some influence in their immediate neighbourhood, no evidence is forthcoming of their having any effect on the general situation, which has become more and more intensified until blackmailing is now a recognized condition in many trades and the whole watershed is more or less in a state of insecurity. It is unnecessary to dwell upon the disastrous effect such a state of affairs must have upon trade generally, and the disorganisation to all its branches thereby preventing its natural development. (Appendix V.)

**AMOY AND THE FORMOSA TEA TRADE.**

The Formosa Government having notified its intention in July last to impose a duty of yen 1.60 per cwt on tea exported from Formosa to foreign countries, whilst tea exported to Japan would be free of duty and could also be shipped thence abroad free, this step being taken with the obvious intention of diverting the export of the Formosan leaf from its accustomed channel *Amoy*, a protest was made by the Chamber of Commerce at that port on the subject to the British Minister at Tokyo, and the co-operation of this Chamber invited. Your Committee, sympathising with the Amoy, Chamber, addressed a representation to the British Minister at Tokyo, a copy of which was also transmitted by the local Government to the Colonial Office, and the matter has been referred by Sir Ernest Satow to the consideration of Her Majesty's Government (Appendix W.)

**PROPOSED BOARD OF CONSERVANCY FOR THE WHANGPO RIVER.**

A scheme for the establishment of a Board of Conservancy for the Whangpo River has been formulated by the Shanghai Chamber of Commerce, and the correspondence with covering letters has been submitted to this Chamber both by that Chamber and by the local Government. In reply your Committee have expressed their sympathy with, and approval of, the proposal and expressed the hope that the Colonial Government would give its cordial support thereto on general principles, as the vexatious distinctions now caused to shipping at Shanghai constitute a burden on trade with the Far East.

**THE INTERNATIONAL COMMERCIAL CONGRESS AT PHILADELPHIA.**

This Congress, which was held at Philadelphia, U.S.A., in October, was very successful. Mr. A. M. Townsend, the New York Agent of the Hongkong and Shanghai Bank, attended as delegate for this Chamber, and made an interesting speech on "China Day" (October 18th), in which he emphasized the great importance of the American Government adopting a liberal commercial and fiscal policy in the Philippines. Other speeches by representatives from the Far East were made on various subjects of interest, and an account of the proceedings with the correspondence thereon will be found in Appendix Y.

**THE CHAMBER AND THE PHILADELPHIA COMMERCIAL MUSEUM.**

This Chamber, its Chairman, and Secretary have been admitted to honorary permanent membership of the Philadelphia Commercial Museum, and this compliment has been reciprocated by the selection of honorary correspondents of this Chamber of the Museum, of its Director (Dr. Wilson), and its Chief of the Foreign Department (Mr. Wilfred H. Schoff), and diplomas exchanged.

**THE FOURTH CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.**

The Chamber having been invited by the organising Committee of the above, Congress to send delegates to attend the meeting to be held in London in June next, your Committee have nominated Sir Thomas Jackson and the Hon. T. H. Whitehead to represent the Chamber, and it has been arranged that they will propose resolutions dealing with the navigation by foreign steamers of the Inland Waters of China, the reduction of Cable Rates, and fresh Marine Surveys in Eastern Seas. (Appendix Z.)

**HONGKONG AND THE CANADIAN PREFERENTIAL DUTIES.**

It having been brought to the notice of the Committee by the Agent of the Canadian Pacific Railway that this Colony has been, apparently by an oversight, omitted from the list of those Colonies named by the Dominion Minister of Customs as entitled to participate in the benefits of the British preferential tariff, whereby trade in certain goods formerly sent through Hongkong has been diverted, representations have been addressed to the Colonial Government praying that the omission may be brought to the attention of the Secretary of State for the Colonies, with the result that this Commissio

nally promised that if the former abuses

were reverted to, the farm should be immediately abolished. In the meantime instructions had been given to the Lekin Office to exercise the most careful supervision of the monopoly. (Appendix R.)

**THE LEKIN AUTHORITIES AND BRITISH CRAFT ON THE WEST RIVER.**

In May last year, in case of unauthorised interference by the Lekin officials with British owned vessels plying on the West River, was brought to the notice of the Committee, but as the matter had been placed in the hands of the British Consul at Canton, there seemed no ground for the Chamber's intervention. (Appendix S.)

**PREFERENTIAL DUTIES ON JUNK-BORNE CARGO.**

This perennial grievance came up with fresh aggravation in the middle of the year, further cargo having been diverted from the Steamboat Companies by the action of the Hoppo in Levy-

about to be issued by the International Telegraph Authorities the consecutive numbering of the words would be abandoned, the matter was duly considered by the Committee, but as it appeared that the step had been definitely resolved upon, it was thought useless to take any action thereon.

**THE REDUCTION OF CABLE RATES.**

The question of the reduction of the tariff of charges for telegrams between the East and Europe has again come to the front and has engaged much of the attention of your Committee, who have passed resolutions on the subject, laid them before the Government and the Telegraph Companies and circulated them widely among the various Chambers of Commerce, seeking the co-operation of the latter in the attempt to secure a reduction of these rates. The Telegraph Companies, on their part, say that they have addressed the Imperial Government proposing a general lowering of the tariff, under certain conditions. Your Committee, however, urge that in any case, the Telegraph Companies afford a substantial reduction in rates, and that they would eventually be repaid by the increase in the traffic that would ensue if the cost were reduced to a point that would render it possible for the public to make more frequent use of the cable.

**THE WORKING OF THE HONGKONG POST OFFICE.**

Thanks to sundry improvements in the internal arrangements of the Post Office and the efforts of the Postmaster General, the complaints against the working of the Department have been greatly reduced, but the need for a new building for its accommodation has to be continually increasing amount of correspondence, it has become more pressingly felt. The Committee, in November last, at their monthly meeting, passed a resolution urging the Government to proceed immediately with the erection of a new Post Office, and with the re-organization of the staff on a more liberal scale than that now existing. The question is under the consideration of the Government, and it is hoped that consideration may soon give place to action.

**THE PEERS ORDINANCE, 1899.**

The attempt made by the Government in 1898 to greatly increase the rents paid by piers and wharves, which were formerly almost nominal, was last year renewed, though the scale proposed was more reasonable. The Ordinance giving effect to this proposal was submitted to the Chamber for consideration, and was criticised and condemned as unnecessary, but though some amendment was made in its provisions the Bill was passed and has become law.

**THE RAW OPUM AMENDMENT BILL, 1899.**

In pursuance of the understanding recently arrived at with the Chinese Government to give such assistance as may be practicable in the protection and collection of Chinese revenue, the Colonial Government last year drafted an Ordinance designed to prevent the smuggling of opium into China, by the establishment of bonded warehouses in this Colony and the provision of certain checks on the movement of the drug. This Bill was also referred to the Chamber and was subjected to a searching criticism, which appears to have had the effect of causing the measure to be shelved, the Committee showing that most of its provisions were unnecessary, and that the object sought might just as readily be obtained by making the merchants' godowns bonded stores, keeping an account of all opium actually discharged in Hongkong, and furnishing the representative of the Chinese Imperial Maritime Customs with particulars of all permits issued for the export of opium.

**THE MERCHANT SHIPPING CONSOLIDATION ORDINANCE, 1899.**

During the past year an important Bill for the consolidation of the laws relating to Merchant Shipping was considered and passed. The measure was referred to the Chamber for consideration and suggestions, and the views of experts were sought and obtained, with the result that a number of amendments were suggested or shown to be desirable; but although these suggestions expressed the opinions of those well qualified to judge of the requirements of the port from a mercantile point of view, few were adopted by the Government, and that the object sought might just as readily be obtained by making the merchants' godowns bonded stores, keeping an account of all opium actually discharged in Hongkong, and furnishing the representative of the Chinese Imperial Maritime Customs with particulars of all permits issued for the export of opium.

**TELEGRAMS.**

The temporary interruption in the receipt of the very useful typhoon warnings received by telegraph for some years past from Manila having ceased, this valuable service has been in operation during the year.

**THE NEW TERRITORY.**

The territory at the back of the Kowloon Peninsula leased to the Colony under the Convention of June, 1898, was not taken over without opposition, such opposition having been organised in the districts adjoining the leased territory.

The military operations thereby necessitated involved considerable outlay and trouble, and the Committee suggested that, in compensation therfor, the British Government should insist upon the frontier being extended to include the *Taued*, and a torpedo boat as a reinforcement to the little *Sand-piper* on the West River, although this Chamber represented strongly to the Hongkong Government the inadequacy of such a force to do anything to really stem the evil.

I think it most unfortunate that the home government did not see fit to take a serious view of the matter, instead of practically merely looking on, and doing nothing substantial to assist in preventing this crying evil from reaching its present proportions. The latest stage is that all steamers are recommended to keep to one particular channel of the West River entrances which can be specially protected in the centre of its area.

**THE CHINESE CUSTOMS IN KOWLOON.**

Owing in some degree, no doubt, to the persistence with which this Chamber, in particular, urged their removal beyond the frontier, the Chinese Customs Stations in the Colony's waters have been moved to positions outside the new frontier, and the scheme which would have practically converted Hongkong into a Treaty Port has had to be abandoned.

**THE SYSTEM OF FINES FOR SMUGGLING.**

The above measure at first proved to be of hostile criticism both from those interested in the trade and from the public, and a letter was addressed to the Chamber by the firms engaged in the trade suggesting that it should be referred to that body for consideration and suggestions. Correspondence with the Government ensued, and an exhaustive memorandum on the Bill prepared by its opponents was sent in strongly supported by the Committee. The Bill after some opposition on the amount of the licence fee, was passed by a majority. (Appendix P.)

**MEDICAL INSPECTION AND QUARANTINE.**

The port of Hongkong was again in 1899, subjected to quarantine by various countries owing to the reappearance of plague, though the disease could hardly at any time be said to have been epidemic. It is to be feared that this is a contingency that will have to be faced annually unless more drastic steps be taken to stamp out this pest from our midst. (Appendix Q.)

**REVIVAL OF AN ILLEGAL MONOPOLY IN KWANGTUNG.**

The publication in one of the local papers of a translation of a proclamation by the Lekin Office at Canton to the effect that a farm for the collection of Lekin in Kwangtung had been established, led to representations by your Committee to the British Consul on the subject, who addressed the Viceroy, whereupon His Excellency promised that if the former abuses

were reverted to, the farm should be imme-

diantly abolished. In the meantime instructions had been given to the Lekin Office to exercise the most careful supervision of the monopoly. (Appendix R.)

**THE LEKIN AUTHORITIES AND BRITISH CRAFT ON THE WEST RIVER.**

**Auction.**

**PARTICULARS**  
OF  
VALUABLE LEASEHOLD PROPERTY,  
situate on  
THE NEW PARVA, DESVREUX ROAD  
and  
GILMAN STREET,  
Being the Reclamation of Marine Lot No. 55,  
at Victoria, Hongkong,  
to be Sold by  
**PUBLIC AUCTION.**  
in 13 Lots,  
on  
SATURDAY, the 12th May, 1900,  
at 2.30 P.M.,  
at his AUCTION ROOMS, DUDDELL STREET,  
by  
MR. GEO. P. LAMMERT,  
Auctioneer.

**Lot No. 1**—All that piece of ground intended to be registered in the Land Office as Section A of the Reclamation of Marine Lot No. 55 containing an area of 1,260 square feet.  
Annual Crown Rent \$25.

**Lot No. 2**—All that piece of ground intended to be registered in the Land Office as Section B of the Reclamation of Marine Lot No. 55 area 1,200 square feet.  
Annual Crown Rent \$25.

**Lot No. 3**—All that piece of ground intended to be registered in the Land Office as Section C of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

**Lot No. 4**—All that piece of ground intended to be registered in the Land Office as Section D of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

**Lot No. 5**—All that piece of ground intended to be registered in the Land Office as Section E of the Reclamation of Marine Lot No. 55 area 1,270 square feet.  
Annual Crown Rent \$25.

**Lot No. 6**—All that piece of ground intended to be registered in the Land Office as Section F of the Reclamation of Marine Lot No. 55 area 781 square feet.  
Annual Crown Rent \$14.

**Lot No. 7**—All that piece of ground intended to be registered in the Land Office as Section G of the Reclamation of Marine Lot No. 55 area 871 square feet.  
Annual Crown Rent \$14.

**Lot No. 8**—All that piece of ground intended to be registered in the Land Office as Section H of the Reclamation of Marine Lot No. 55 area 781 square feet.  
Annual Crown Rent \$14.

**Lot No. 9**—All that piece of ground intended to be registered in the Land Office as section I of the Reclamation of Marine Lot No. 55 area 1,270 square feet.  
Annual Crown Rent \$25.

**Lot No. 10**—All that piece of ground intended to be registered in the Land Office as Section K of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

**Lot No. 11**—All that piece of ground intended to be registered in the Land Office as Section L of the Reclamation of Marine Lot No. 55 area 862 square feet.  
Annual Crown Rent \$15.

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Annual Crown Rent \$25.

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For Further Particulars, apply to  
C. EWENS,  
Solicitor for the Vendors,  
or to  
MR. P. LAMMERT,  
Auctioneer.

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THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES:  
HOTZ, SJACOB & CO.  
Hongkong, 31st March, 1900.

**For Sale.****FOR SALE AT TIENSIN.****NORTH CHINA.**

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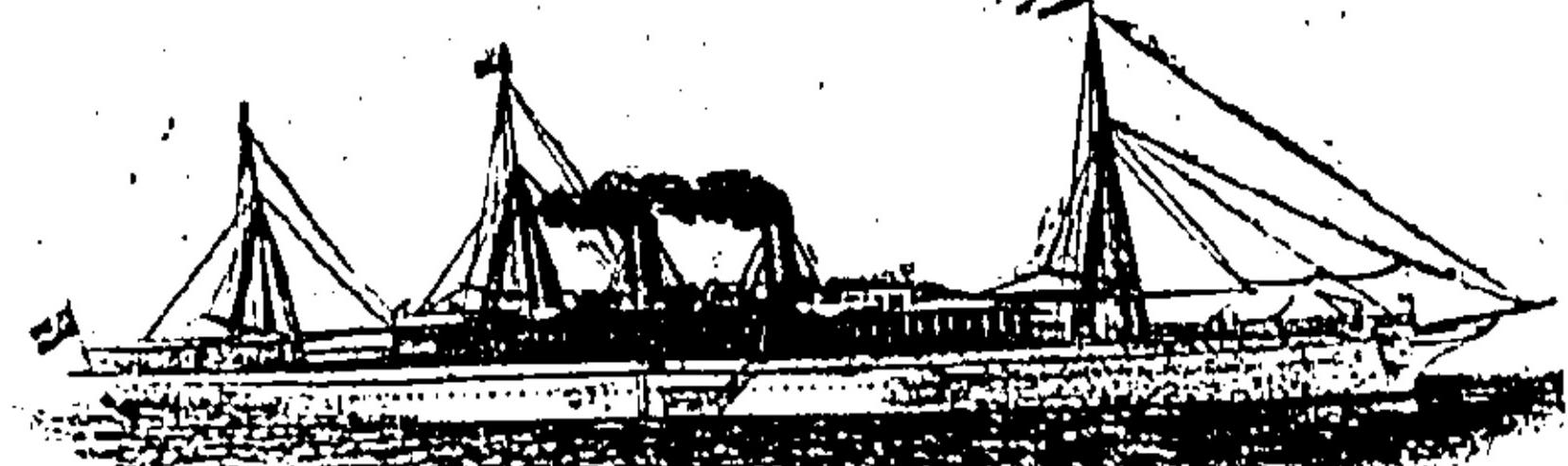
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GROUND FLOOR, 52, PEEL STREET,  
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SURGEON DENTIST,  
No. 14, D'AGUILAR STREET,  
TERMS VERY MODERATE,  
Consultation free.

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**Mails.****CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.**

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
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(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

"Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots."

**PROPOSED SAILINGS FROM HONGKONG.**

**EMPEROR OF JAPAN**...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 16th May.

**EMPEROR OF CHINA**...Comdr. R. Archibald, R.N.R....WEDNESDAY, 6th June.

**EMPEROR OF INDIA**...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th June.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

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**NORTHERN PACIFIC  
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